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REET RAILWAY GUIDE

TO THE CITY OF

NEW ORLEANS

AND ITS SUBURBS,

TOGETHER WITH THE

Location of the Prominent Hotels,
Theatres, Public and City Buildings,
Churches, Seminaries, Hospitals,
Railroad Stations and Depots,
Ticket Offices, Exchanges, Li-
braries, Public Parks, and a
list of the prominent Pastors.

COMPLETED UP TO MARCH 1ST, 1884.

COMPILED AND ARRANGED BY

✓ FOUNTAIN & CHRISTIAN,

NEW ORLEANS, LA.

Price, 25 Cents.

HENRY POWERS,
BOOK AND JOB
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FOUNTAIN & CHRISTIAN.

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INTRODUCTORY.

The Publishers of the **STREET RAILWAY GUIDE TO THE CITY OF NEW ORLEANS AND ITS SUBURBS** *have labored conscientiously, to make it complete in all its details, and to have it as accurate and perfect as human skill and attention can make it. They trust that the result of their labors will benefit, not only the "strangers within our gates," but, also, the the citizens of this great and growing* **"CRESCENT CITY."**

TO OUR READERS.

A careful perusal of the pages of this little work, will at once make clear to you its full scope and intent.

With a copy of the GUIDE in your hands, you can sit in any of the cars and, as you are being carried along, tell the nature and name of each prominent building as you come to it. You will have no need to wonder what such and such an edifice is, nor to bother the Conductor, or your neighbors, by asking questions.

The publishers of the work have been over the ground in person, and have noted each prominent object in its regular order.

As you sit in your hotel, glancing over the pages of the GUIDE, your eye may rest upon some place of interest you desire to visit. You will be able not only to tell which line of street cars to take to get there, but you can tell the very car you need by the printed description of the color, and of the signs over and under the windows, thus doing away with all perplexity, and without asking a single question of any one. In this respect alone the book will be found worth ten times the price asked for it.

STREET CAR LINES AND ROUTES.

The street car lines of New Orleans are unexcelled in equipment and management. No other city in the United States can boast of so perfect a system. The cars, in general, are roomy, cleanly and carefully looked after. The fare is uniform and reasonable, and the service excellent. The time between terminal points is fast enough to be almost rapid transit, and the comfort and convenience of the patrons of the several lines is certainly looked after. This is the universal verdict of all travelers.

ROUTES.

For the convenience of our readers we have arranged the several routes in numerical order, though, in fact, no such numbering is known or recognized by the companies themselves. Our reason for doing so is simply to simplify description in our mention of prominent points of interest. As, for instance, in giving "the location of the several Railroad Depots and how to get to and from them by street cars," we need but say "see Route one" or "ten," as the case may be. This will be found to be the most concise and yet comprehensive method, and will enhance the value of the book to all who use the street car.

ROUTE No. ONE,

ESPLANADE AND FRENCH MARKET LINE.

Color of Cars, YELLOW ; Lights, RED.

Signs over windows : " Esplanade and Bayou Bridge."
On roof : " Canal st., French Market and Bayou Bridge."

This line extends from the **Corner of Canal and Magazine Streets, to Car Stables on Esplanade Street and the Bayou St. John.**

Route, Outward.—Canal to North Peters to Decatur, to North Peters, to Esplanade, to Stables. Passing the Custom-House, Jackson Square, French Market, Morgan's Local Freight Depot, U. S. Mint, Morgan's La. and Texas Railroad Passenger Depot and Ferry, Seamen's Lower Bethel, St. Anna's P. E. Church, Fair Grounds and Jockey Club Race Course, Jockey Club Grounds, St. Louis Cemetery, Bayou St. John.

Route, Inward.—This being a double track line the route is the same as the outward with order reversed.

As that part of North Peters Street over which these cars run is within a very short distance from the lower wharf, it follows that this line is a good one to take you to the Steamship and Ferry Landings which are located between Canal and Esplanade streets. These Cars, it will be seen, also pass French Market and Jackson Square. And on the other side of the square is the famous St. Louis, or as it is better known, " French " Cathedral. These three points of interest can be taken in in one visit, and make a very pleasant objective point for *any* morning's outing, but more especially a *Sunday* Morning. Then, should you have an hour or so to spare, the ride out to the Bayou St. John is a delightful one. Should you conclude to ride to the Bayou, you can come back to the city by the cars, which you will find at the stable, which have over the windows : " Espla-

nade and Bayou Bridge," but which have *no* signs on the roof. Be careful of the difference. The French Market line, the line now described, has "Canal Street, French Market and Bayou Bridge" on the roof. As said, you can take the cars of the *other* line and come down Esplanade, to Rampart, to Canal, to corner Carondelet. The ride on Esplanade Street is a very pleasant one, the street being wide, well-kept and lined with private residences, many of which are really handsome.

ROUTE No. TWO, ESPLANADE AND BAYOU BRIDGE-LINE.

Color of Cars, YELLOW ; Lights, RED.

Signs over windows, "Esplanade and Bayou Bridge."

This line extends from the Corner of Canal and Carondelet Streets, to the Car Stables on Esplanade Street and the Bayou St. John.

Route, Outward.—Canal to North Rampart, to Esplanade, to the Station. Passing Christ P. E Church, Grand Opera House, St Anthony's (Italian) R. C. Church, Congo Square, (and on the opposite side of this square are located the Parish Prisons,) Union Francaise Society Rooms, St. Anna's P. E. Church, Fair Grounds and Jockey Club Race Course, Jockey Club Grounds, St. Louis Cemetery, Bayou St. John.

Route; Inward.—Esplanade, to North Rampart, to Canal, to the station corner Carondelet. Passing in reverse order, the same points as on the outward trip.

This is one of the prettiest rides in New Orleans, Esplanade being one of the most prominent residence streets, and is lined on each side with either the old-fashioned French dwellings or the elegant and handsome modern ones. Then the Street itself is a fine sight : broad, well paved and the

centre lined with shade trees its full length. This is called "neutral ground," and is only used by the street cars. Sitting in the car, looking ahead of you, or backward over the road just traversed, the eye is enchanted with the long avenue shaded by beautiful trees.

After you have reached the car station another pretty scene awaits to enrapture you. It is the graceful Bayou St. John with its banks ornamented by man and by nature. On one side are three or four fine old Creole residences standing back from the street and surrounded by grand old Spanish oaks, lovely magnolias, oleanders, the sweet and the bitter orange, box and other trees and shrubs, and many varieties of flowers. A shell pavement completes the picture. On the other side, reached by a draw-bridge, and a good, solid one, are several pretty dwellings, a couple of boat club houses, and the once famous Magnolia Garden ; so called, perhaps, from the great number of trees of that name. The Garden is worthy of a visit, and will repay the stranger with perfect delight for his pains. Then the magnificent old Spanish oaks, with their graceful mantles of Spanish moss, enchant the eye of the the passer-by as the lovely eyes of the Spanish maids and matrons enchant the man or woman who appreciates and loves to gaze upon a lovely woman's beauty. And he who does not is like the man who loves not music "fit only for treason, stratagem and spoils."

On this side will be found a line of cars which will take you along the old Metairie Road, past old City Park to the terminal point of the Canal Street line cars. Here you can leave the connecting link with Bayou St. John and go into town by way of Canal Street. The ride along the Metairie Road is a pleasant one. City Park, once famous for its being the favorite grounds for fiery duelists, now mourns over its decay by waving from hundreds of large old Span-

ish oaks its mournful and funereal garments of Spanish moss. This whole trip, and it is a delightful one, will only cost three fares, fifteen cents. From Canal and Carondelet Streets, to Bayou St. John, from the Bayou to Metairie Road and Canal Street, and from the latter point back to the corner of Canal and Carondelet Streets, by way of Canal Street.

ROUTE No. THREE. RAMPART AND DAUPHINE LINE.

Color of Cars, RED; Lights, WHITE.

Signs over windows: "Rampart and Dauphine."

This line extends from **Corner Canal and Carondelet Streets**, to **Car Stables, Corner North Rampart and Poland Streets**.

Route, Outward:—Canal to North Rampart, to Esplanade, to Dauphine, to Poland Street, to Car Stables. Passing Christ P. E. Church, Grand Opera House, St. Anthony's (Italian) R. C. Church, Congo Square, (and on the opposite side of this Square are the Parish Prisons), Union Francaise Society Rooms, Washington Square.

Route, Inward:—North Rampart to Canal Street, to Corner of Carondelet Street. Passing Academy Holy Angels, Union Francaise Society Rooms, Congo Square, St. Anthony's R. C. Church, Grand Opera House and Christ Church.

At the Poland Street end of the line, transfer is made to the "Barracks and Slaughter House" line of Cars, which will convey you to the U. S. Barracks and the extensive Slaughter Houses. Both of these places are worthy of a visit. No additional fare is asked. It is but five cents from Canal Street to the Slaughter Houses. The ride along the river bank is delightful and interesting. The Barracks are prettily laid out, are large, and of course, are well and orderly kept.

Those not afraid of a walk of two or three miles, can find something worthy of a little walking exercise in viewing the old battle-field where General Jackson gave the uninvited Englishmen, who were chaperoned by General Packenham, a hearty but not very welcome reception some seventy years ago, or nearly. Upon that portion of the field where Gen. Jackson is said to have stood while holding this levee, has been erected a monument, which, however, is not finished, though it was begun so many years ago. Just when it will be completed, is what no fellow can find out. From the top of this monument a view may be had of the country on both sides of the majestic river for many miles, and the sight is a very pretty one. The City with its crescent shape in one direction, surrounded by the River and Lake Pontchartrain, Sugar and Rice Plantations in another with steamboats, steam and sailing vessels ascending and descending the river, which lies but a few hundred yards from the spectator. Much can be seen with the naked eye, but, of course, a field or even an opera-glass will bring things nearer and make them much plainer. The ascent to the top of this monument is not made easy by one of the latest improved elevators; in fact, the top of this monument can be reached only by the sure-footed. It should not be attempted immediately after a convivial meeting.

A very short distance below this unfinished pile of masonry is Calmette or Federal Cemetery; a pretty spot, where lie several thousands of dead soldiers of the late war, awaiting the trumpet call of the awakening angel.

When we speak of a walk of two or three miles, we refer to the round trip; not one way.

Coming back to the City from the Slaughter Houses or the Barracks, the fare is put in that car; then at the Poland Street Station, where you change to either "Rampart and Dauphine" line, or to the "Levee and Barracks" line, for the City, you do not pay again. And going down, it is just the reverse; you pay at this end.

ROUTE No. FOUR

LEVEE AND BARRACKS LINE.

Color of Cars, GREEN ; Lights, RED.

Signs over windows: "Levee and Barracks." On roof:
"North Eastern R. R. Depot."

This line extends from the Corner of Canal and Decatur Streets to the Poland Street Car Stables Corner North Rampart.

Route, Outward.—Canal, to North Peters, to Decatur, to North Peters, to Lafayette Avenue to Chartres, to Poland, to Car Stables. Passing J. n Square, French Market, Morgan's Local Freight Depot, U. S. Mint, Morgan's La. and Texas R. R. Depot, N. O. and North Eastern R. R. Depot, Washington Market, St. Mary's Boys' Asylum.

Route Inward:—Poland to Royal, to Lafayette Avenue, to North Peters, to Canal, to Cor. Decatur Street, or opposite the U. S. Custom House, Passing the N. O. and North Eastern R. R. Depot, Holy Trinity School, Mint, Morgan's R. R. Depot, French Market, Jackson Square.

See Route No. One for some information regarding Jackson Square, French Market and the Cathedral. In Jackson Square will be found a large and excellent equestrian Statue of "Old Hickory."

See Route No. Three for information regarding the Slaughter Houses, Barracks, Battle of New Orleans Monument and Chalmette, or Federal Cemetery.

ROUTE No. FIVE.

JACKSON RAILROAD LINE.

Color of Cars, RED ; Lights, RED.

Signs over windows: "Clio, Erato, Royal and Bourbon."
On Roof: "Pontchartrain and Jackson R. R."

This line extends from the **Head of Elysian Fields Street**, near the **Ponchartrain R. R. Depot**, to **Corner Magnolia and Clio Streets**, near **Jackson R. R. Depot**.

Route, Outward.—Elysian Fields Street, to Royal, to St. Charles, to Delord, to Dryades, to Clio, to Corner Magnolia Street where you leave the car and walk one block to your right to reach the Illinois Central, formerly known as the "Great Jackson" R. R. Depot. Passing Washington Square, Third Presbyterian Church, Back of St. Louis Cathedral, Superior Criminal Court, Clay Statue, St. Charles Hotel, Masonic Hall, Academy of Music, St. Charles Theatre, Lafayette Square, City Hall, Exposition Hall and Washington Artillery Arsenal, Unitarian Church, Lee Circle and Monument, St. John the Baptist R. C. Church.

Route Inward.—Magnolia to Erato, to Carondelet, to Bourbon, to Esplanade, to Decatur, to Elysian Fields, to Station near the Pontchartrain Depot. Passing Temple Sinai, Touro Synagogue, Exposition Hall, (Carondelet Street entrance,) Carondelet Street M. E. Church, Central Police Station, Cotton Exchange, Stock Exchange, Christian Women's Exchange, (on Bourbon Street, between Customhouse and Bienville, and an excellent place to visit,) the French Opera House, U. S. Mint. This line also passes very close to the Morgan R. R. Depot and the 3rd. District Ferry. It is the only line which crosses Canal Street, running into both the French and the American portions of the City.

Travelers coming into the City by the Illinois Central R. R. need walk but one block to their right, after leaving the Depot, and they will find these cars will bring them into the central part of the City.

ROUTE No. SIX.

CANAL ST., DUMAINE AND FAIR GROUNDS

Color of Cars: GREEN; Lights: GREEN.

Signs over windows: "Canal, Dumaine and Fair Grounds."

This line extends from the **Corner of Canal and St. Charles Streets** to **Car Stables Corner of St. John and Bayou Streets**.

Route, Outward.—Canal to Dauphine, to Dumaine, to North Broad, to Laharpe, to Car Stable.

Route, Inward.—Bayou Street, to North Broad, to Ursulines, to Burgundy, to Canal, to Corner of St. Charles St.

ROUTE No. SEVEN.

CANAL, DUMAINE AND BAYOU St. JOHN.

Color of Cars, BLUE; Lights, BLUE.

Signs over windows: "Canal Dumaine and Fair Grounds." On roof: "Canal, Bayou St. John and Fair Grounds."

This line extends from **Corner Canal and St. Charles Streets**, to **Car Stables, Corner St. John and Bayou Streets**.

Route Outward.—Canal to Dauphine, to Dumaine, to Bayou St John, to St. John Street, to the Car Stable. Passing the Fair Grounds and the Jockey Club Race Course.

Route, Inward.—Bayou Street, to North Broad, to Ursulines, to Burgundy, to Canal Street, to Corner of St. Charles.

ROUTE No. EIGHT.

FRENCH MARKET LINE.

Color of Cars, RED ; Lights, RED.

Signs over windows: "French Market and Fair Grounds."

This line extends from the **Corner of Decatur and Dumaine Streets, (French Market,)** to **Car Stables Corner St. John and Bayou Streets.**

Route, Outward.—Dumaine, to North Broad, to Laharpe Street, to Car Stables.

Route, Inward.—From Car Stables down Bayou Street, to North Broad, to Ursulines, to Decatur Street, to Corner Dumaine.

ROUTE, No. NINE

CANAL AND CLAIBORNE LINE.

Color of Cars, DARK YELLOW; Lights, RED.

Signs over Windows: "Canal and Claiborne."

This line extends from **Near the Head of Canal Street to Car Stables, Corner of Urquhart Street and Lafayette Avenue.**

Route, Outward:—Canal, to North Claiborne, to Elysian Fields, to Urquhart, to Car Stables. Passes Custom House and Post Office, Clay Statue, Pickwick Club's New Building, Christ P. E. Church, Grand Opera House, Spanish Fort Railroad Depot, Old French Cemeteries, Orleans Canal, St. Bernard Market, Second German Presbyterian Church, Church of Our Lady of the Sacred Heart, (R. C.), Delamore Market, Shell Beach Railroad Depot.

Route, Inward:—Lafayette Avenue to St. Claude Street, to Elysian Fields, to North Claiborne, to Canal, to River. Passes Shell Beach Railroad Depot, Delamore Market, Church of our Lady of the Sacred Heart, Second German Presbyterian Church, St. Bernard Market, Orleans Canal,

Old French Cemeteries, Spanish Fort Railroad Depot, Grand Opera House, Christ P. E. Church, Pickwick Club's New Building, Clay Statue, Post Office, Louisville and Nashville Railroad Depot.

ROUTE No. TEN. CANAL AND COMMON LINE.

Color of Cars, DARK YELLOW ; Lights, WHITE.
Signs over Windows, "Canal and Common."

This Line extends from **Near the Head of Canal Street to the Car Stables Corner of Common and Rocheblave Streets.**

Route, Outward:—Canal to South Rampart, to Common, to Car Stables. Passing Post Office, Clay Statue, Pickwick Club's New Building, Christ P. E. Church, Grand Opera House, St. Joerph R. C. Church, Charity Hospital, Claiborne Market, New Church Building, (to be occupied by the congregation of St. Joseph's R. C. Church, (when completed), Hotel Dieu.

Route, Inward:—Common to Basin, to Canal, to head of Canal Street and the Louisville and Nashville Railroad Depot. In addition to repassing the prominent points mentioned on the "route, outward," these Cars pass the Spanish Fort Railroad Depot, in turning from Basin to Canal Streets.

The two Hospitals on Common Street, the Charity and the Hotel Dieu are well worthy of a visit. The Hotel Dieu is a pay hospital, and the other free. Both have for nurses those ministering earthly angels, the Sisters of Charity, whose tender, loving care has soothed the weary head, and comforted the lowly and the homeless sick, so many, many thousands of times. No amount of toil or privation prevents them from performing their self-chosen and arduous duties; but at all seasons, at all hours, often when they are needing care themselves, these noble and brave women

instantly respond to the cry of the sick and the helpless, showing to the thoughtful man or woman the nearest human approach to Divinity. It is unnecessary to invoke God's blessing upon them, for their lives and endeavors are more potent at the Throne of Grace than the prayer of the righteous, which availeth much. Go and visit these Hospitals and see whether New Orleans is behind in this respect. We will leave the settlement of that question with yourselves, after you have made the inspection.

ROUTE No. ELEVEN, GIROD AND POYDRAS LINE.

Color of Cars, DARK YELLOW; Lights, GREEN.

Signs over Windows: "Girod and Poydras."

This line extends from the **Corner Canal and South Front Streets, to the Car Stables on Common Street, Corner Rocheblave.**

Route, Outward:—South Front to Girod, to South Liberty, to South Poydras, to South Claiborne, to Common, to Car Stables. Passing Girod Street Cemetery, Claiborne Market, and the Hotel Dieu.

Route, Inward:—Common to South Claiborne, to Perdido, to Carroll, to Perdido, to Poydras, to Fulton, to Canal, to Corner South Front. Passing Hotel Dieu, Claiborne Market and Werlein Ha .

ROUTE No. TWELVE, TCHOUPITOULAS LINE.

Color of Cars, GREEN; Lights, GREEN.

Signs over Windows; "Tchoupitoulas and New Levee,"

This line extends from the **Corner Canal and Camp to Upper City Park.**

Route, Outward:—Canal to Tchoupitoulas, to Upper City Park. Change is made, though, to another car, at the Car Stables at Corner Louisiana Avenue. Only one fare the

entire distance. Passes St. Mary's Market, and at Jackson Street within a block of the Gretna Ferry and Steamship lines in that immediate vicinity, Southern Ice Company, Louisiana Ice Company, Cotton Mills, United States Marine Hospital, (now building).

Route, Inward.—Tchoupitoulas, to South Peters, to Canal, to Corner of Camp. Passes United States Marine Hospital, Cotton Mills, Louisiana and Southern Ice Manufactories, and within two blocks of the Texas and Pacific Railroad Depot.

Upper City Park, formerly known as Orleans Park, has been chosen as the site for the World's Exposition, which opens on the first day of the coming December and closes on the last day of the following May, remaining open just 6 months.

The Park consists of 265 acres. A visit to it now is not a bad scheme for our visitors, for should some of them not be here during the Exposition, they can at least say they have been on the ground.

Before the Exposition is opened all of the car lines now running in that direction will be running cars right to the Exhibition doors. There is a grand old grove of Spanish Oaks there. See it.

ROUTE No. THIRTEEN.

ANNUNCIATION STREET LINE.

Color of cars, RED; Lights, RED.

Signs over windows: "Annunciation and Chippewa."

This line extends from the **Corner Canal and Camp Streets to the Car Stables on Tchoupitoulas Street and Louisiana Avenue.**

Route, outward: Canal to Tchoupitoulas, o Annunciation, to Louisiana Avenue, to Stables. Passes St. Mary's Market, Annunciation Square, St. John's P. E. Church.

Route Inward—From Stables to Toledano Streets, to Chipewa, to Annunciation Square, half way around that to Annunciation street, to Delord, to St. Peter, to Canal, to cor Camp. Passes Clay Square, Home for Jewish Widows and Orphans, and St. Michael's Roman Catholic Church.

ROUTE No. FOURTEEN.

CAMP AND PRYTANIA STREET LINE.

Color of Cars, **YELLOW**; Lights, **RED**.

Signs over windows : "Camp and Prytania."

This line extends from the **Clay Statue to Corner of Dufossat Street and St. Charles Avenue.**

Route, Outward—Canal to Camp, to Prytania, to Dufossat, to Corner St. Charles Avenue,

Passes City Hotel, Times-Democrat Office, N. O. Picayune Office, Daily States Office, Waverly Hotel, Morning Star Office, Moresque Building, German Gazette Office, Odd Fellows' Hall and Continental Guards' Armory, Lafayette Square, Criminal Court Buildings, St. Patrick's (R. C.) Church, Harmony Club, Margaret Place, New Orleans Female Orphan Asylum, St. Anna's Home for Aged Females, Prytania Street Presbyterian Church, Washington Cemetery, Calvary P. E. Church, Touro Infirmary (new), St. Elizabeth Asylum, St. Joseph's School.

Route, Inward.—Dufossat Street to Prytania, to Camp, to Poeyfarre, to Magazine, to Canal, to Clay Statue.

Passing St. Joseph's School, St. Elizabeth's Asylum, Touro Infirmary, (new), Calvary (P. E.) Church, Washington Cemetery, Prytania Street Presbyterian Church, St. Anna's Home for Aged Females, Female Orphan Asylum, Margaret Place, Morgan's Railroad and Steamship Ticket Office, Hotel Vonderbanck, Custom House and Post Office.

ROUTE No. FIFTEEN.

CAMP AND MAGAZINE LINE.

Color of Cars, GREEN; Lights, WHITE.

Signs over Windows: "Magazine Street."

This line extends from the **Clay Statue to Upper City Park.**

Route, Outward.—Canal to Camp, to Magazine, to Louisiana Avenue, to Laurel, to Upper City Park. Some of the cars only run to the car stables which are on Magazine Street, near Louisiana Avenue. Those which run through to the Park, have on the roof "To Park."

Passing City Hotel, Times-Democrat Office, Picayune Office, Daily States Office, Waverly Hotel, Morning Star Office Moresque Building, German Gazette Office, Odd Fellows' Hall and Continental Guard's Armory, Lafayette Square, Criminal Court, Building, St. Patrick's (R. C.) Church, Harmony Club, Margaret Place, Female Orphan Asylum, St. Paul's (P. E.) Church, St. Theresa's (R. C.) Church, Christian Church, Coliseum Place, Coliseum Place Baptist Church, Annunciation (P. E.) Church, Magazine Market, Lafayette Presbyterian Church, First Baptist Church, Ninth Street Market, Car Stables, Louisiana Avenue M. E. Church City Park.

Route, Inward.—Laurel Street to Constance, to Louisiana Avenue, to Magazine, to Canal, to Clay Statue.

Passing Louisiana Avenue, M. E. Church, Car Stables, Ninth Street Market, First Baptist Church, Lafayette Presbyterian Church, Magazine Market, St. Vincent Infant Orphan Asylum, Hotel Vonderbanck, Post Office.

**ROUTE No. SIXTEEN.
BARONNE AND CARONDELET.**

Color of Cars, WHITE; Lights, WHITE.

Signs over Windows, "Baronne and Carondelet."

This Line extends from the **Corner of St. Charles and Canal Streets to the Car Stables Corner of Eighth and Carondelet Streets.**

Route, Outward—St. Charles to D ord, to Baronne, to Philip, to Baronne, to Car Stables.

Passes St. Charles Hotel, Masonic Hall, Academy of Music, St. Charles Theatre, Lafayette Square, City Hall, Exposition Hall and Washington Artillery Armory, Unitarian Church, Lee Place and Lee Monument.

Route, Inward.—Carondelet to Canal, to St. Charles Street.

Passing Temple Sinai, Touro Synagogue, Exposition Hall, (Carondelet Street entrance,) Carondelet Street M. E. Church, Jewish Synagogue, Central Police Station, Cassidy's Hotel, Cotton Exchange, Stock Exchange, Pickwick Club, (new Building), Clay Statue.

**ROUTE No. SEVENTEEN.
DRYADES AND RAMPART LINE.**

Color of Cars: GREEN; Lights: GREEN.

Signs over windows: "Dryades and Rampart."

This line extends from **Corner Canal and St. Charles Streets, to Car Stables, Corner Eighth and Baronne Streets.**

Route, Outward.—St. Charles, to Delord, to Dryades, to St. Andrew, to Baronne, to Philip, to Baronne, to Stables

Passing St. Charles Hotel, Masonic Hall, Academy of Music, St. Charles Theatre, Lafayette Square, City Hall, Exposition Hall and Washington Artillery Armory, Uni-

tarian Church, Lee Place and Lee Monument, Dominican Convent, St. John the Baptist (R. C.) Church, Dryades Market.

Route Inward.—Eighth Street to Rampart, to Philip, to Dryades, to St. Andrew, to South Rampart, to Canal, to Corner St. Charles.

Passing Poydras Market, Grand Opera House, Christ (P. E.) Church, Pickwick Club's New Building, Clay Statute

ROU \bar{E} No. EIGHTEEN.

CANAL AND COLISEUM LINE.

Color of Cars, GREEN; Lights, GREEN.

Signs over windows “Canal, Coliseum and Upper Magazine Streets.”

This line extends from Canal Street, near Louisville and Nashville R. R. Depot, to Stables on Upper Magazine Street, just beyond Peters Avenue.

Route, Outward.—Canal, to Carondelet, to Clio, to Camp, to Coliseum, to Felicity, to Chestnut, to Louisiana Avenue, to Magazine, to Stables just beyond Peters Avenue. Passing Customhouse and Post-Office, Clay Statue, Pickwick Club's New Building, Stock Exchange, Cotton Exchange, Cassidy's Hotel, Central Police Station, Jewish Synagogue, Carondelet Street M. E. Church, Exposition Building, Touro Synagogue, Temple Sinai, Margaret Place, New Orleans Female Orphan Asylum, St. Paul's P. E. Church, St. Therasa's R. C. Church, Camp Street Christian Church, Coliseum Place, Coliseum Place Baptist Church, Felicity M. E. Church, Louisiana Avenue M. E. Church, Poydras Orphan Asylum.

Route, Inward.—Magazine, to Louisiana Avenue, to Camp, to Calliope, to St. Charles Avenue, around Lee Place to St. Charles Street, to Canal, to head of Canal,

Passing Poydras Orphan Asylum, Louisiana Avenue M.

E. Church, Coliseum Place, Coliseum Place Baptist Church, Camp Street Christian Church, St. Therera's R. C. Church St. Paul's P. E. Church, Female Orphan Asylum, Margaret Place, Ames M. E. Church, Lee Place and Monument, Unitarian Church, Exposition Hall, Washington Artillery Armory, Lafayette Square, City Hall, St. Charles Theatre, Academy of Music, Masonic Hall, St. Charles Hotel, Clay Statue, Post-Office, to Louisville and Nashville R. R. Depot.

Before the Exposition opens, next December, this line will be extended to reach the Exhibition Grounds.

ROUTE No. NINETEEN

BARONNE & ST. CHARLES AVENUE LINE.

Color of Cars, GREEN ; Lights, GREEN.

Signs over windows : " Canal Street, Napoleon Avenue and Carrollton."

This line extends from the **Corner of Canal and Baronne Streets, to the Stables on St. Charles and Napoleon Avenues**, where other cars of the same line, with steam instead of horse power, take you to what is known as Carrollton, but which, in reality forms the 7th District.

The fare is five cents to Napoleon Avenue, and five cents from there to Carrollton.

This is the prettiest ride in the City of New, Orleans, the upper, part of St. Charles Avenue being beautiful. And it is one of the widest streets. From Jackson Street up to Carrollton the ride is made delightful by the many fine private residences, many of which have lovely grounds surrounding them. Then there are several large educational institutions, with fine grounds. At Carrollton you will find upon the river bank a long and excellent promenade with seats and tasty pavilions, here and there, for tired pedestri-

ans, erected by the Street Car Company for its patrons use and comfort. Of fine evenings there is no more pleasant spot than this, and its advantages are recognized by thousands. The Carrollton Garden is located right where the cars stop. It is worthy of a visit.

While writing of Carrollton let us tell you something which mystifies many people. New Orleans is on the eastern bank of the Mississippi River. Now should you be on the river bank at Carrollton at sunset you will see the sun set across the river, or in the West, which is right and proper in the sun. But here is where the mystery comes in. Next morning at sunrise you happen to be on the river bank, at the head of Canal Street, and as you look across the river, the same as you did at Carrollton the night before, you see the sun rising over there ; the same sun (or is it another)? Now if you saw the sun set in the West ten hours ago, and you was looking across the river, and, as you have not crossed the river, but are still on the East bank, do you not see the sun rise in the West ? Or, does it not look as though the sun had gone but a little ways and was coming back from that same direction instead of continuing its journey ? This is puzzling until you remember that the river really runs North opposite a portion of the City. It is this perfect bend in the river which gives the crescent shape to the City and hence the name "Crescent City."

Now if you stand at the head of Canal Street, facing Algiers, you are looking towards the East ; hence the sun, rising across the river ; now wheel around so that your back is toward Algiers, and though the houses prevent your seeing it, you are looking towards that same spot across the river that you did when on the bank at Carrollton the night before. In other words ; standing with your back to Algiers, at the head of Canal Street, with a gun in your hands and nothing to obstruct your view to Carrollton, you

could, if a good shot and the gun would send a ball that distance, you could pierce a target placed on the bank there. If you do not understand this, or if you doubt us, buy a gun, have the buildings razed, go down to the head of Canal Street, and we'll bet you ten copies of this Guide you will find no person foolish enough to stand on the bank at Carrollton as a target for you.

Route, Outward.—Baronne to Delord Street, to St. Charles Avenue, to Carrollton.

Passing Grunewald Hall, University of Louisiana, Jesuit's Church, Werlein Hall, Poydras Market, Lee Monument and Lee Circle, Ames (M. E.) Church, St. Charles Avenue (M. E.) Church, Car Stables on Napoleon Avenue, Asylum for Destitute Orphan Boys, Leland University, Carrollton Gardens.

Route Inward:—As this is a double track line the route is as the above, reversed.

At Napoleon Avenue, change is made from horse to steam motive power. A steam dummy is attached and another fare is collected, making the rate from Canal Street to Carrollton ten cents. As every other car runs through you may have to change cars should your car not be a through one.

There is also a branch, or an extension car here which will take you to the head of Napoleon Avenue. No extra fare is charged on this extension.

At the corner of Napoleon Avenue and Prytania Street, stands the St. Elizabeth Asylum for orphan girls in their teens. The girls are taught all sorts of female occupations, that they may be enabled to support themselves after they have reached womanhood.

The Avenue is broad, and the ride to the river and back is a pleasant one.

ROUTE No. TWENTY. JACKSON STREET LINE.

Color of Cars, RED; Lights, RED.

Signs over windows: "Baronne, St. Charles and Jackson Street.

This line extends from t e **Corner of Baronne and Canal Streets, to the Head of Jackson Street.**

Route, Outward.—Baronne, to Delord, to St. Charles Avenue, to Jackson Street, to River.

Passing Grunewald Hall, University of Louisiana, Jesuits Church, Werlein Hall, Poydras Market, R. E. Lee Monument and Lee Place, Ames M. E. Church, First German Lutheran Church, Trinity P. E. Church, French R. C. Church, Jewish Church, (Gates of Payer), German Protestant Evangelical Church, Home for Jewish Widows and Orphans, P. E. Home for Children. The latter institution is at the Corner of Jackson and St. Thomas Streets; on St. Thomas Street, a few doors south of Jackson Street, is the Seamen's Upper Bethel, presided over by the Rev. Dr. A. J. Witherspoon, of the Presbyterian Church; the good Doctor is better known as "Father" Witherspoon, and is called so by all classes, whether catholic or protestant; and most certainly he is a father, and a kind and good one. There not a sailor living, but has not heard of the kind and benevolent head of the Upper Bethel, and his name is revered by thousands of the hardy "toilers of the sea." He has labored industriously, night and day, for their spiritual welfare; and he has not forgotten their physical necessities either. Surely, if there will be one son of earth to whom the Master will say "well done thou good and faithful servant; thou hast been faithful, etc.," that one will be he whose smiling face may be seen at the Upper Bethel, and who answers to the name of Dr. Witherspoon. Every

Monday night there is an entertainment at the Upper Bethel and you are cordially invited to be present. You will hear good vocal and instrumental music, and oftentimes some fine declamations. The good old friend of the Seamen is not a long and serious-faced hypocrite, but a genial, generous and sincere christian. And no visitor to New Orleans should leave the City without having had a peep at the Upper Bethel and Father Witherspoon.

Route, Inward.—Double track; reverse the route, outward.

These cars pass some very handsome residences on Jackson Street; and the ride is a very pleasant one. At the head of the street is the 4th District Ferry, which runs between that point and Gretna. Close to the ferry landing may always be found several large steamers, which will ferry you to Europe and back. These are worth visiting. In the same neighborhood will be found some large steam and sailing vessels greedily stowing away into their capacious holds thousands of bales of cotton. To those who have never visited a sea-port before, this is about as interesting an operation as they can desire to witness.

**ROUTE No. TWENTY-ONE,
CANAL STREET LINE.**

Color of Cars, **GREEN** ; Lights, **WHITE**.

Signs over windows : " Canal Street, City Park and Ridge Cemeteries."

This line extends from the **Corner of Canal and St. Charles Streets to the Station on Metairie Road**, one block South of Canal Street. The route is out Canal Street to Metairie Road to Station; being a double track line the cars return over Metairie Road and Canal street to the corner of St. Charles street.

Passing and Repassing the following points, which are noted here as they appear in order going out ; Pickwick Club's New Building, Christ (P. E.) Church, Grand Opera House, Spanish Fort Railroad Depot, Canal Street Presbyterian Church, Straight University, Sacred Heart (R. C.) Church, Hebrew Association Burial Grounds, Lutheran Cemetery and several others, among the number the "Firemen's," "Greenwood," and the "Howard," are the most prominent. In "Greenwood" is a superb Monument, of purest Marble, erected by the Ladies of New Orleans to the Memory of the heroic dead, on the Confederate side, of the late war. It is really a work of art; the life size statue of a Confederate Soldier leaning upon his musket is a perfect piece of work, and the pedestal, base, etc., are in accord as to workmanship and proper proportions. Along by Greenwood, and separating it from the Howard Cemetery is the New Basin ; this Canal has for its terminal points the Lake Pontchartrain and Rampart street, at or about Julia street. Opposite Metairie Road is a substantial Bridge which connects the two sides of the canal. Crossing this bridge a short walk will take you to the Howard Cemetery, once

called "Metairie Ridge" Cemetery. It is now named after the head of the Louisiana Lottery Scheme, and is the prettiest of all in the city. Along the canal and between it and the Howard runs the "New Shell Road." This extends to the Lake, and forms, with Canal street, an excellent drive the city to "West End." Route "Twenty-one" is a favorite ride with strangers. You get a view of Canal street, from St. Charles street to its western limit, Metairie Road and the Cemeteries.

ROUTE No. TWENTY-TWO.

BAYOU BRIDGE AND METAIRIE ROAD.

This line extends from the **Bridge across the New Canal, at Metairie Road, to the Bridge across the Bayou St. John, opposite the Car Stables on Esplanade Street, and connects Route 21 with Routes 1, 2 and 8.**

It passes several Cemeteries, the Boys' House of Refuge, Girod Asylum, Orleans Canal, and old City Park.

A pleasant ride may be had by taking Route 21 to its terminal point, at Metairie Road and the New Canal, changing there to Route 22, riding across to Bayou Bridge, walking over the bridge, and then taking either Route One or Two, returning to the City by Esplanade Street.

The ride across Metairie Road is a novelty to many. The scenery is different to any other portion of the City, having an appearance and atmosphere peculiarly its own. And yet, we venture to say, there are thousands of residents who know nothing about this route and its attractive charm. On the west, most of the distance, lies what may be called the "Primeval Wilderness," with its alternate swampy and solid ground, its large Spanish oaks, with their branches heavily fringed with moss, luxuriant vege-

tation, the ruins of the once famous City Park, etc., etc. On the east, one or two cemeteries, here and there a thousand cattle, but not on a thousand hills, and numerous dairies and cottages.

LAKE PONTCHARTRAIN ROUTES.

There are three steam lines between the City and the Lake. The oldest is the old LAKE PONTCHARTRAIN R. R., and which is said to be the second Railroad built in the United States, the first train having been run back in the '30's.' The depot is down on Elysian Fields Street, not far from the river, and may be reached by the cars of routes 4 and 5. Route 3 crosses the track not far from the depot. From the depot to the Lake, about 7 miles, the track is nearly a straight line. On the shore of the Lake nestles the ancient but pretty town of Milneburg.

The second route, in point of age is the

SPANISH FORT AND LAKE RAILROAD.

Its depot is on North Basin Street, Corner of Canal. It runs out Basin to Bienville, and turns into Metairie road and then runs out through the "primeval wilderness," along the banks of the Orleans Canal, to the Lake and then by the Shore of the Lake for about a half mile to Spanish Fort.

The other route is the

NEW ORLEANS CITY AND LAKE R. R.

This line starts from the Corner Canal and Carondelet, and runs out Canal Street to Metairie Road and thence along the North Shore of the New Canal to the Lake. Route No. 21 will tell you the names of the most prominent points on Canal Street, between Carondelet and Metairie Road.

The ride out to the Lake, by either of these routes, is a pleasant and a cheap one. The fare is but 15 cents per round trip. The Spanish Fort and West End routes are the

favorites, partly because their city depots are located on Canal Street. But the old Pontchartrain is a pleasant route also. There is more to be seen, and heard, however, at the other two places.

The daily newspapers will give you the time table of each route, and also the style and nature of the current amusements. During the last of Spring, Summer and early Fall, there is great rivalry between the Spanish Fort and the West End, each striving to outdo the other in providing amusements for public patronage. Leaving the grandeur of the ocean, and the immense multitudes and the countless steamboats out of the question, West End reminds us more of Coney Island than any other inland pleasure resort we have seen. We advise visitors to ride over each line, promising them that in each case they will receive about as much for their fifteen cents as the most exacting can demand.



STEAM RAILWAY DEPOTS,

AND HOW TO GET TO AND FROM THEM BY STREET CARS.

ILLINOIS CENTRAL, (Great Jackson).

Corner of Calliope and Magnolia Streets. Take Route Number five.

LOUISVILLE AND NASHVILLE.

Head of Canal Street. See Routes 9, 10, 11 and 18.

MORGAN'S LOUISIANA AND TEXAS.

Depot in Algiers, but a sort of receiving depot, or sub depot, is located at the head of Esplanade Street, where Morgan's large, double-end ferry-boats take passengers over and back. See Routes 1, 4 and 5.

NEW ORLEANS PACIFIC.

Head of Thalia Street. Route No. 12 is the nearest. It runs within three blocks of the river, and passes Thalia Street.

NEW ORLEANS AND MISSISSIPPI VALLEY.

Uses the Illinois Central Depot.

NEW ORLEANS AND NORTHEASTERN.

Depot head of Press Street. See Route No. 4. This route is also known as the "Cincinnati Southern."

SHELL BEACH RAILROAD.

Depot, Corner of Elysian Fields and St. Claude Streets. See Route No. 9.

TEXAS AND PACIFIC.

Same as New Orleans Pacific.

RAILROAD TICKET OFFICES.

Arkansas Valley—97 Common Street.

Galveston, H. and San Antonio—28 St Charles Street.

Illinois Central,—22 Camp St. Corner Common.

Kennesaw Route,—9 St. Charles Street.

Louisville and Nashville—St. Charles and Common.

Morgan's La. and Texas—Magazine and Natchez Street.

N. O. and Miss. Valley—61 St. Charles. Street.

N. O. and North Eastern—34 St. Charles Street.

N. O. Pacific—47 St. Charles Street.

Southern Pacific—28 St. Charles Street.

Texas Pacific—47 St. Charles Street.

FERRIES.

1st. District—Head of Canal Street to Algiers.

2nd. “ — “ St. Ann “ “ “

3rd. “ — “ Barracks “ “ “

4th. “ — “ Jackson “ “ Gretna.

7th. “ — “ Jefferson “ “ “

Louisiana Avenue—Head La. Avenue to Harvey's Canal.

Morgan's La. and Texas R. R.—Head of Esplanade Street,
to Depot in Algiers.

Upper line—Head upper line Street, to Gretna.

PROMINENT HOTELS.

- Cassidy's Hotel—Corner Carondelet and Gravier Streets.
City Hotel—Corner Camp and Common Streets.
Hotel Vonderbanck—Magazine, opposite Natchez Street.
St. Charles Hotel—Corner St. Charles and Common Streets.
Waverly House—Corner Camp and Poydras Streets.
-

PROMINENT PLACES OF AMUSEMENT.

- Academy of Music—St. Charles, opposite Perdido Street.
French Opera House—Bourbon and St. Louis Streets.
Grand Opera House—Canal, near Dauphine Street.
Grunewald Hall—Baronne, near Canal Street.
St. Charles Theatre—Near Academy of Music.
Werlein Hall—Baronne, corner Perdido Street.
-

PROMINENT CLUBS.

- Boston—No. 4 Carondelet Street.
Commercial—No. 134 Canal Street.
Harmony—Corner Camp and Delord Streets.
Jockey—Esplanade, near Bayou Bridge.
Louisiana—No. 144 Canal Street.
Pickwick—Corner Canal and Carondelet Streets.
-

PROMINENT EXCHANGES.

- Auctioneers'—Rotunda St Charles Hotel.
Commercial—No. 124 Common Street.
Cotton—Corner Carondelet and Gravier Streets.
Mechanics' and Dealers'—No. 187 Gravier Street.
Produce—No. 44 Magazine Street.
Stock—No. 29 Carondelet Street.

PROMINENT BUILDINGS.

- City Hall—St. Charles and Lafayette Streets.
 Criminal Court Building—Camp and Lafayette Streets.
 Custom House and Post-Office—Canal and Decatur Streets.
 Exposition Hall—St. Charles, near Girod Street.
 Louisiana University—Baronne and Common Streets.
 Masonic Hall—St. Charles and Perdido Streets.
 Mint—Esplanade and Decatur Streets.
 Odd-Fellows' Hall—Camp Street, opp. Lafayette Square.
 Parish Prisons—Orleans and Treme Streets.
 Tulane Hall—Dryades, near Canal Street.

PLACES TO VISIT.

- Continental Guards Armory—In Odd-Fellows' Hall.
 Washington Artillery Armory—In Exposition Hall.
 Charity Hospital—See Routes 9, 10 and 11.
 Hotel Dieu—See Routes 9, 10 and 11.
 Louisiana Ice Manufactory—See Route 12.
 Fair Grounds—See Routes 1, 2 and 6.
 Mint—See Routes 1, 4 and 5.
 Washington Cemetery—See Route 14.
 Old French Cemeteries—See Route 9.
 Firemen's Cemetery—See Route 21.
 Greenwood Cemetery—See Route 21.
 Howard Cemetery—See Route 21.
 United States Barracks—See Routes 3 and 4.
 Federal Cemetery—See Routes 3 and 4.
 Slaughter Houses—See Routes 3 and 4.
 N. O. Ice Manufactory—Corner Delord and Constance Sts.
 Boys House of Refuge—See Route 22.
 Exposition Grounds—See Routes 12 and 15.
 Women's Exchange—Bourbon, below Canal.
 Jockey Club Race Grounds—See Routes 1, 2, and 6
 Chess and Checkers Club—Canal and Baronne Streets.

ASYLUMS, HOMES, ETC.

New Orleans people are much given to charitable acts. The buildings erected for the care of the widow, the orphan the aged, the sick, and the homeless and helpless are too numerous to mention in a work so limited as this. The back pages of Soard's excellent Directory will furnish you a long list of institutions erected through the generous charity of the Crescent City's citizens. Many of these places are worthy of a visit. If you go about the city and its suburbs you will find Abou Ben Adhem's love for his fellow man has been, and is, well carried out in this beautiful Southern City. The recording Angel's tablet contains the names of many Louisianians,

OUR FIREMEN.

In population New Orleans ranks as the 10th city, and she is the only city, with a population of over 200,000, without a paid Fire Department. Her firemen are Volunteers : and, yet, not one of the larger and wealthier cities can claim superiority over her in the matter of fire engines and the men who work them. Her engines are as modern, her men as brave as those of Gotham ; and for fighting fire with science, wisdom, courage and rapidity, we are sure she can teach the Gothamites, for we have witnessed the efforts of both departments on more than one occasion. The Fourth of each March is "Firemen's Day," and their turnout is worth traveling two thousand miles to see.

PUBLIC PARKS AND SQUARES.

The following list comprises the more prominent:

- Annunciation Square—Annunciation and Race Streets.
Beauregard Square—Howard and Third Streets.
City Park—On Metairie Road.
Clay Square—Annunciation and Second Streets.
Coliseum Place—Camp and Melpomene Streets.
Congo Square—North Rampart and St. Peter Streets.
Jackson Square—Chartres and St. Peter Streets.
Lafayette Square—Camp and North Streets.
Lee Place—St. Charles and Delord Streets.
Margaret Park—Camp and Clio Streets.
Upper City Park—River Bank, 7th. District.
Washington Square—Royal and Elysian Fields Streets.
-

PRINCIPAL MARKETS.

- Claiborne—Corner Claiborne and Common.
Delamore—Corner Claiborne and Elysian Fields Streets.
Dryades—Dryades and Melpomene Streets.
French—Head of St. Ann Street.
Magazine—Magazine and St. Andrew Streets.
Ninth Street—Magazine and Ninth Streets.
Poydras—Poydras and Baronne Streets.
Second Street—Second Street and Dryades.
Soraparu—Soraparu and Tchoupitoulas Streets.
St. Mary's—Tchoupitoulas and North Market Streets.
Treme—Orleans, near Marais Streets.
Washington—Chartres and Louisa Streets.

PROMINENT CHURCHES AND PASTORS.

New Orleans contains nearly two hundred Churches, but we give only the more prominent of each denomination so that strangers may know which they are, where located and how to reach them. Those churches within easy walking distance from the several hotels are given by location. Those which are far enough from the hotels to make the street car desirable on a warm summer morning are given by Routes.

BAPTIST.

- Coliseum Place Church.....See Routes 15 and 18
 Rev. Dr. S. Landrum, Pastor.
 First Church.....See Route 15
 Rev. M. L. Cole, Pastor.

CHRISTIAN.

- Camp Street Church.....See Routes 15 and 18
 Rev. W. L. Gibson, Pastor.

CATHOLIC, (Roman).

- Cathedral.....See Routes 1 and 4
 Very Rev. G. A. Rouxel, Rector.
 Jesuit's.....Baronne, near Canal Street
 Rev. D. Hubert, S. J., Pastor.
 St. John the Baptist.....See Routes 5 and 17
 Rev. James G. Foote, Pastor.
 St. Patrick's.....Camp, near Girod Street
 Mgr. Allen, Rector.
 St. Theresa's.....See Routes 15 and 18
 Rev. P. M. L. Massardier, Pastor.

METHODIST, EPISCOPAL.

- Ames Church.....See Routes 18, 19 and 20
 Rev. J. G. Vaughan, Pastor.
 Carondelet Street.....Carondelet, near Girod Street
 Rev. Felix R. Hill, Pastor.

Felicity Street.....See Route 18
 Rev. Dr. C. W. Carter, Pastor.

St. Charles Avenue.....See Route 19
 Rev. Beverly Carradine, Pastor.

PRESBYTERIAN.

First Church.....Opposite Lafayette Square
 Rev. Dr. B. M. Palmer, Pastor.

Third Church.....See Route 5
 Rev. Dr. H. M. Smith, Pastor.

Lafayette Church.....See Route 15
 Rev. Dr. T. R. Markham, Pastor.

Prytania Street.....See Route 14
 Rev. Dr. J. H. Nall, Pastor.

PROTESTANT EPISCOPAL.

Christ Church.....Canal and Dauphine
 Rev. A. I. Drysdale, Rector.

Calvary.....See Route 14
 Rev. Dr. W. K. Douglas, Rector.

Free Church, Annuciation.....See Route 15
 Rev. Dr. John Percival, Rector.

St. Paul's.....See Routes 15 and 18
 Rev. H. H. Waters, Rector.

TrinitySee Route 20
 Rev. R. A. Holland, Rector

UNITARIAN.

Church of the Messiah.....St. Charles, near Julia Street
 Rev. Chas. A. Allen, Pastor.

JEWISH TEMPLES.

Gates of Prayer.....See Route 20
 Temple Sinai..Routes 5, 16 17, 19 and 20, pass within half
 a block of it. Rev. J. K. Gutheim, Rabbi.

The Right Way.....Carondelet, near Poydras Street
 M. A. Seiferth, Acting Rabbi.

Touro Synagogue.....Carondelet, near St. Joseph Street
 Rev. Isaac N. Leucht, Rabbi.

A BRIEF HISTORY OF MARDI-GRAS.

Mardi-Gras, (French words), means Fat Tuesday, in English, and is the day immediately preceding Lent, or the Forty days fast, and on this day, for hundreds of years in the Roman Catholic Countries of Europe, (Italy especially), the people try to have as much enjoyment as can be crowded into 24 hours.

New Orleans is noted for her Mardi-Gras Festivities, and though other cities have attempted to compete with her, she stands, pre-eminently, the Carnival City of the Western Hemisphere.

It may be news to many, but the fact exists on authentic and undisputed recorded authority, that the "Mistick Krewe of Comus" is fifteen (15) years older than the "King of the Carnival."

Comus made his first appearance on the night of Feb'y 24th, 1857, Mardi-Gras night; Rex first appeared on Mardi-Gras, February 13th, 1872. The "Twelfth Night Revclers" lead Rex, also, appearing on the night of January 6th, 1871.

Comus, as said, began in 1857. 1861 witnessed his 5th Annual Parade and Ball; then the war came and Comus retired for 5 years. In 1866 he came again and, with one or two omissions, has appeared each Mardi-Gras night.

The "Knights of Momus" made their first parade on New Year's Eve, 1872, thus being but a few months younger than His Majesty, Rex.

The "Phunny Phorties," a burlesque organization made their appearance in 1879, Mardi-Gras. They have now several imitators; so that for elegance of display we have four first-class organizations, and for caricature and fun we have about the same number: Phunny Phorties, Merry Bellions and Knights of Proteus.

Such scenes and fun as they do give,
No mortal ever saw,
Unless he chanced to be in town
And witnessed Mardi-Gras.

A BRIEF ON NEW ORLEANS.

VERY BRIEF.

In 1800 New Orleans contained a population of about 8,000; in 1810, 25,000; 1820, 40,000; 1830, 50,000; 1840, 102,000; in 1850, 120,000, in 1860, 175,000; in 1870, 191,000; and in 1880, 216,000.

In November 1723, she contained about 100 Cabins, 1 warehouse, 3 dwelling houses and one small, miserable storehouse. Her population then numbered 200 souls. One little ward, it might be termed. Now she comprises seven large districts and 17 large wards.

The First district extends from Canal to Felicity Street, American side.

The Second and Third take in all the French side; the Second extending from Canal to Esplanade, the Third, all of the city, below.

The Fourth, Sixth and Seventh districts comprise all of the city above Felicity Street.

The Fifth district lies across the river and is better known as Algiers.

The Seventh district is still known as Carrollton.

IN CONCLUSION,

The compilers trust their little work will have proved of use to somebody. It will be re-issued, with all the necessary changes and corrections, in October next, for the benefit of visitors to the Exposition. And, as it is copyrighted, its managers intend that it shall yearly appear with the regularity of Rex and his merry retinue.

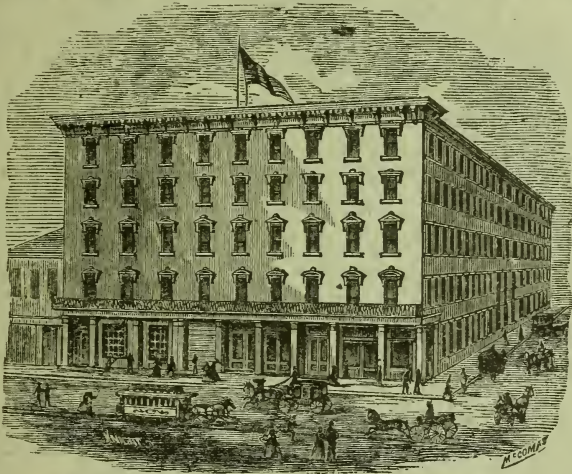
VIVE LE ROI.

Capt. JAS. S. WISE, President.

FRANK J. OAKES, Manager.

WALNUT STREET HOTEL CO.

WALNUT STREET HOUSE,



Walnut Street, bet. Sixth and Seventh, Cincinnati, O.

We have leased this Popular Hotel, and have Thoroughly Cleaned, Renovated and Re-furnished it. It is now in tiptop order, first-class in every appointment, and provided with

Electric Lights, Elevators, and all Modern Improvements.

OUR TERMS ARE BUT \$2.00 PER DAY.

Our table will contain "The Best the Market Affords," well cooked, and properly served. The wants of our patrons will be gratified.

Capt. JAS. S. WISE, FRANK J. OAKES, JAS. D. PARKER, R. W. WISE,
PROPRIETORS.



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LOUISVILLE AND RAILROAD,

The Old Reliable Route to all

Eastern and Northern Cities.

Through without change to following points:
Mobile, Pensacola, Savannah, Jackson-
ville, St. Louis, Louisville, Cincinnati,
Lynchburg and Washington, D. C.,
in Pullman Cars.

Its passenger coaches are equipped with the **Janney Patent Platform and Coupler**, and the celebrated **Westinghouse Safety Air-Brakes**, giving the engineer perfect and absolute control and mastery of the entire train.

A comparison with other lines in competition with the L. and N., will convince the most skeptical that this line forms the best route between the

NORTH AND SOUTH.

All information will be cheerfully furnished on application to ticket agents throughout the country or to

<i>C. P. ATMORE,</i>	<i>JNO. KILKENY,</i>
<i>Gen'l Pass. and Ticket Agt,</i>	<i>Ass't Gen'l Pass. Agt,</i>
Louisville, Ky.	New Orleans.

CITY TICKET OFFICE:
CORNER ST. CHARLES AND COMMON STREETS,
NEW ORLEANS, LA.